



Civil Air Patrol, New York Wing Standardization & Evaluation Program

Guidelines for: **Pilot-to-Pilot Training Assistance in NY Wing**

For decades, CAP pilots who are not flight instructors have assisted their fellow pilots by acting as the legal non-flying (i.e. not manipulating the controls) PIC in support of self-conducted refreshing of piloting skills and by providing assisted training to develop mission skills. In cases where one pilot is not CAP or FAA current, having a current pilot in the other seat allows the non-current pilot to regain currency, flying proficiency, or confidence.

In their assistance role as non-flying PIC, they usually do not manipulate the controls for some or all of the flight, and often occupy the right seat. However, as the legal PIC, they must be prepared to “take over” and assume control of the aircraft should their fellow pilot’s proficiency fail to guarantee the safe outcome of any maneuver. A non-flying PIC must also be able to judge if his fellow airman’s flying skills are lacking to the point that a flight instructor’s review and support is warranted.

It is readily apparent that the non-flying PIC assistance role described above requires an experienced and highly qualified pilot. In the past, the selection of a pilot to serve as non-flying PIC has been accomplished by self-assurance of ability rather than by the use of structured skills training or qualifications. It appears that we can achieve an improved level of flight safety and improved mission skills training by providing specific pilot training to non-CFI rated pilots who serve as non-flying PIC.

It is also important to note that aircraft panel layouts of primary flight instruments changed in the mid seventies from center stack to left “T” stack favoring scan and interpretation by the left seat occupant.

New York Wing therefore has developed guidelines for pilot-to-pilot training assistance and for Mission Check Pilots:

1. If the flight involves “transition training,” the right seat must be occupied by a CAP CFI.
Many transition skills require a CFI endorsement and are thus controlled by FAR and CAPR 60-1 regulations (e.g., high performance, complex, and

*tailwheel signoffs). However, “transition training” is also needed when an applicant’s recent flying experience does not include time in the same make and model as our corporate aircraft. The transition from low-wing to high-wing, from four-cylinder to six-cylinder, from C-150 to C-172, and from C-172 to C-182 **always** requires CFI input and review. (Anticipate 1 to 5 hours of dual)*

2. If the flight is scheduled to rebuild fundamental piloting skills, the flight must be scheduled with a CAP CFI.

It is not easy to define the difference between “rebuilding” skills versus “refreshing” skills. Pilot currency, total and recent flight experience, and amount of recent CAP flying are factors to take into consideration. (e.g., a 2000-hour commercial pilot who hasn’t flown for the past year may just need practice. The same wouldn’t be true for a 150-hour private pilot.)

3. Dual controlled aircraft allow the PIC to be in either seat. However, the perspective from the right seat is different, and flying and landing from the right seat takes practice. CFI-conducted orientation training for right seat flying is encouraged for all mission pilots (as they are often a second-pilot crew member) and shall now be required for mission check pilots or any pilot providing PIC assistance support. *(Past right-seat experience or training will be taken into account.)*

4. The “intent” of a flight where PIC assistance or mission skills training is provided should be reviewed. The unit DO, the unit Stan/Eval Officer, or a CAP check pilot may accomplish this required skills review including total and recent PIC experience.

The expectation of this review is to determine if the flight is simple “familiarization training” or if it is “transition training” that would require a CFI’s support. Additionally, the review will determine whether the proposed non-flying PIC has sufficient skills, flight experience and recency of experience to fulfill the PIC assistance role.

5. Right seat qualification/evaluation- A CAP Pilot desiring to provide PIC assistance for a fellow pilot in corporate aircraft shall be able to demonstrate right-seat piloting skills. This may be demonstrated by:
 1. Taking his/her annual CAPF-5 (except section VII or XIV) while occupying the right seat;
 2. Experienced pilots flying with an instructor or check pilot and performing Sections V, VIII and XII (or equivalent) of the CAPF-5 topics from the right seat.
 3. Certifying that his/her piloting experience/training includes five or more hours as the sole manipulator of the controls from the right seat.

6. Mission Check Pilots will be required to demonstrate or show prior qualification for right seat flying skills at the time of their next CAPF-5 or by special training per clause 5.
7. A record of the right seat PIC training or certification shall be made a part of the individual pilot record. Note: All FAA CFI certificate holders are qualified by virtue of their training and certification.

Rollie Zavada, LtCol, CAP
Standardization/Evaluation Officer, New York Wing